

November 2, 2022

To: All Bidders

From: Kate Bailey
Director of Procurement

**Re: ADDENDUM NO. 2
22-112.7 Tioga III West Lead Repair Rail Track**

This Addendum No. 2 is issued to:

1. Provide responses to the following questions received:

Q1: Are there technical specifications for track material available?

A1: Ties, tie plates, fasteners, and ballast shall all be an in-kind replacement of the existing.

Q2: The scope of work does not mention installing the rail. Will the existing rail be re-used, or will new rail be furnished by the contractor?

A2: The existing 119RE rail is to be re-used.

Q3: If the contractor furnishes rail, will it be new or relay and what size will the rail be?

A3: See A2

Q4: Will the rail in the new track be jointed or welded?

A4: See A2

Q5: Please provide a specification for the new ties, tie plates, joint bars, ballast, asphalt, etc.

A5: See A1

Q6: The scope of work says that the asphalt will be removed a width of 14'. Can we assume that is 7' from centerline of track in each direction?

A6: Yes

Q7: Is this project expected to be completed before this winter season and shut down of asphalt plants? The duration of the project is 60 days from NTP. If NTP is expected to be 4-5 weeks from bid date, that would put the completion of the project in February 2023 when asphalt plants would be shut down for the winter.

A7: NTP is estimated to be issued at the beginning of March 2023. The bid unit pricing of the contract shall be guaranteed.

Q8: If the track has to be back in service each night, can the paving all be done after all of the track is installed and completed?

A8: Yes, asphalt is not needed for service

Q9: Will there be train traffic on weekends?

A9: It is unusual to see train traffic on weekends, but it is not guaranteed

Q10: Will the contractors employees need to have TWIC cards?

A10: Yes

Q11: Is a rubber rail seal required around the rail or will a flangeway be formed in the new asphalt?

A11: A flangeway to be formed in the new asphalt

Q12: Please confirm that all of the asphalt can be removed at the start of the project and the full length of tracks remain open throughout the track reconstruction. All asphalt replacement to be done in a single mobilization after all track has been replaced.

A12: Confirmed. Contractor to provide traffic control around work areas.

Q13: Please advise if there is a staging area on the property to store new material for the track reconstruction and removed material that is to be discarded.

A13: There will be a staging area on the property to store new materials. Removed materials shall be tested per Pennsylvania construction waste standards and disposed of off the property.

Q14: What type of sediment control or erosion control is required for the project? It was observed at the pre-bid conference that several drainage inlets are located near the track removal areas. Do these drainage inlets require full erosion control around them? If so, can the inlets be identified on the project drawings and required erosion control be specified.

A14: Contractors shall locate the drainage inlets before start of construction and provide erosion and sediments control per local and Pennsylvania state regulations.

Q15: Please confirm the tie spacing of existing tracks for removal, and tie spacing for new ties being installed?

A15: The tie spacing of existing track is 21" center to center and shall be maintained for new ties

Q16: What is the size of the existing ties to be removed and new ties to be installed? What grade of tie is acceptable?

A16: See A1. The existing timber ties are 7"x 9"x 8'-6"

Q17: Is the existing ballast and ties to be considered contaminated for disposal purposes?

A17: Yes, See A13

Q18: What type of new fasteners are to be used for tie replacement work?

A18: Same as the existing bolt clamped fastening systems

Q19: What is the size of the existing rail to be reused?

A19: See A2

Q20: What type of ballast is to be installed for new track?

A20: See A1

Q21: When will this work be done?

A21: See A7

Q22: You advise in the scope of work that the “rail is to be put back into service at the end of each day”. Are you anticipating that the rail will be completed in small sections to accommodate this schedule? 680 LF of track will take more than one day to complete. Could a schedule to take the rail out of service for several days be coordinated with the Port’s tenant?

A22: See A8

Q23: There will be export from the excavation below the rail ballast. Has this material been tested for PA Clean Fill standards for disposal?

A23: See A13

Q24: Should the contractor include soil testing for disposal of excess soil?

A2: Yes.

Q25: Who will make the determination that designed subgrade is sufficient for relaying the track.

A25: A PhilaPort engineer will make the determination.

Q26: There is no oil or ESAL count listed on the Scope sheet for the asphalt mixes. Can you please advise?

A26: Mix designs used should be 3 to < 10 million ESALS, WMA, and PG 64-22

Q27: Scope of work does not specify if we are to reuse existing rail or furnish new rail. Please advise what is required for the rail and joint bars.

A27: See A1 and A2

Q28: Scope of work requires the contractor to remove material to 6 inches below the tie.

- a. **Can the existing dirt/ballast be disposed on site?**
- b. **If the existing dirt/ballast cannot be disposed on site, please advise what is required for material testing and disposal.**
- c. **If material testing and disposal is required, please revise bid form to include pay items for these activities.**

A28: See A13

Q29: Please advise if the contractor is to maintain access for truck traffic to the building adjacent to the track work. If truck access needs to be maintained, please advise how many linear feet of track will be available to the contractor at one time.

A29: Contractor will have access to all rail at one time. Work to be coordinated with the tenant.

Q30: Please clarify the size and spec for both new and existing ties.

A30: See A16

Q31: Please confirm that apprenticeship training program participation will be required on this project.

A31: That is correct.

Q32: Please clarify if any additional forms will be required with bid proposal for contractors registered in states other than Pennsylvania.

A32: Out-of-State bidders should follow the instructions on the signature pages of the bid form for indicating the ability to perform work in the Commonwealth of Pennsylvania.

Q33: Is the project tax exempt?

A33: No.

Q34: Does the project have Buy America Requirement?

A34: This project is not subject to Buy America Requirements.

Q35: Please provide tie spacing.

A35: See A15

Q36: Please provide the type and size of ties, Tie plates, spikes/fasteners, and Ballast to be installed?

A36: See A16

Q37: What is the size of existing rail?

A37: See A2

All other terms and conditions remain unchanged.

Bidders shall acknowledge receipt of this addendum by immediately emailing a copy of the completed acknowledgment to Kate Bailey at procurement@philaport.com

ACKNOWLEDGMENT OF RECEIPT OF ADDENDUM NO. 2

Project #22-122.7

Tioga III West Lead Repair Rail Track

Date _____

By _____

Company _____

Telephone _____

Fax _____

Email _____